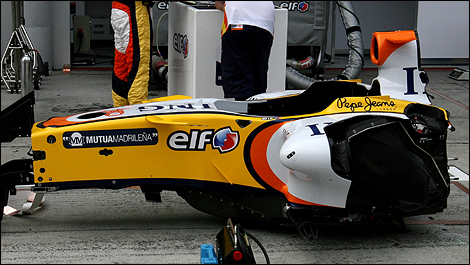
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Fire Protection

Trackside Safety

Track Marshall

Trackside Safety

Gravel Traps

The button inside racecar, usually on steering wheel, that shuts off all engine functions. Fuel, oil and water lines are shut down, in case of a heavy impact; it slows the car slightly and prevents fires from starting.

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It’s a deformable crash-protection structures which absorb energy in an accident and features a roll-over hoop behind the driver’s head. The survival cell’s flanks are protected by a 6mm layer of carbon and Zylon.

35

20

80

80 SP

50 SP

125 SP

Reach any point on the track in 30 sec.

Small, red button to be pushed

850mm long, 450mm wide, data recorder

The S-cars are equipped with a rescue cutter and fire extinguishing agents and are able to tow a damaged car away. The R-cars are manned by an emergency doctor, 4 paramedics and a driver, in case of a serious injury.

Driver Protection

50 SP

This surrounds the outsides of high speed turns as a way to slow cars that have missed the turn. It Prevents heavy impacts and slows cars if a problem occurs. Gravel Traps are known around the motorsport industry as “kitty litter”.

15

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Large, deep sand piles

Monocoque

Kill Switch

****

Driver Protection

65 SP

45 SP

Driver Protection

7-Point Harness

HANS Device

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Fire Protection

Trackside Safety

It’s an onboard system that a driver can activate. In case of a fire, the driver can pull lever and extinguish fire long enough to get out of vehicle in a safe manner.

Red tank like structure next to driver

Straps control the movement of the driver’s head, while the collar absorbs and redistributes the forces generated by the head’s pendulum momentum. It was invented in the mid-1980s by Dr. Bob Hubbard.

On a racing seat, the harness holds a driver to a seat to prevent the effects of heavy impacts on the body. It Keeps a driver’s arms, legs, and body from flopping around in a heavy crash.

The fence surrounds the entire race track, and may be double layered around spectators for added protection. It prevents cars and debris from flying off the circuit and into anyone attending the event.

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35

15

30

25

55 SP

60 SP

21 feet high, 6 foot hang-over

7-strap system holds driver in place

Lays on shoulders, straps to helmet/ seat

Extinguisher

Catch fence

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Fire Protection

Fire Protection

Driver Protection

Trackside Safety

The lighter the helmet, the less weight is place on a driver’s head under the extreme G-forces experienced in accelerating/braking/cornering. The stronger the helmet, the greater its ability to absorb impact and resist penetration.

A completed multi-layered overall undergoes 15 washings as well as a further 15 dry cleaning runs. It is then subjected to a temperature of 600 to 800 degrees Celsius.

The gloves are made of Nomex® and are thin; with suede leather palms to provide the sensitivity of feel necessary for steering.

Nomex Gloves

15

40 SP

65 SP

Lasts 11 sec. in temperatures of 840ºC

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75

Fire Suit

40ºC inside for at least 11 sec. if on fire

30

Racing Helmet

50 SP

2 layer, carbon fiber, fireproof padding

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4 steel tubes; 2-in. thick polystyrene foam

4 steel tubes; 2-in. thick polystyrene foam

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75

SAFER Barrier

95 SP

The barrier absorbs impacts, so less energy travels through the racecar and driver. It Reduces G-forces at impact. First used at Indianapolis Motor Speedway in 2002 for Indycars.